

Puget Sound Gateway Program

SR 167 and SR 509 Completion Projects

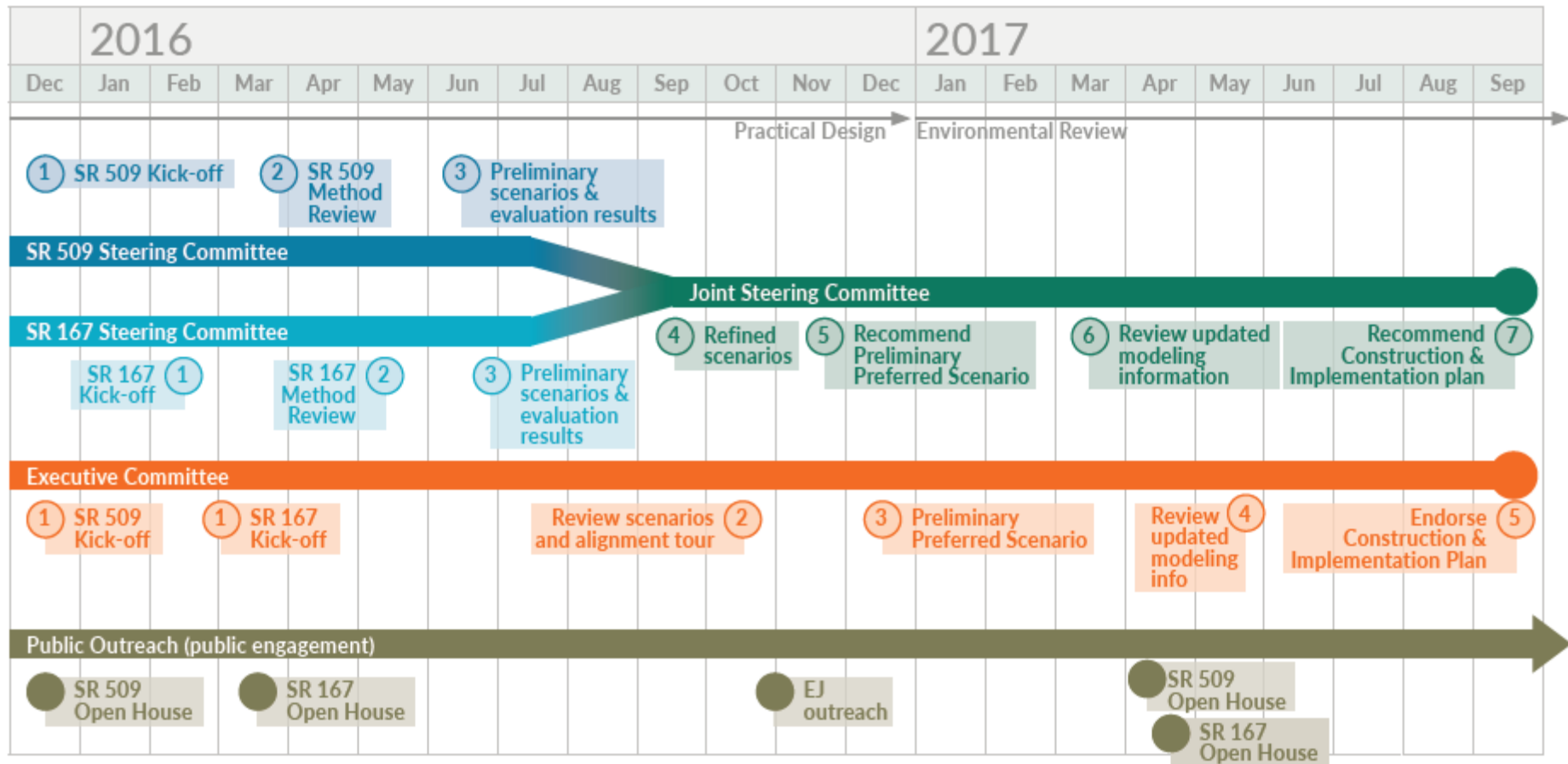
Joint Executive Committee
May 30, 2017

CRAIG J. STONE, PE	GATEWAY PROGRAM ADMINISTRATOR
STEVE FUCHS, PE	SR 167 PROJECT MANAGER
OMAR JEPPERSON, PE	SR 509 PROJECT MANAGER

Agenda

- Public Outreach
- South Sound Alliance
- Legislative Direction and Discussion: Funding
- Forecasted Traffic Performance
- Legislative Direction and Discussion: Project Scope
- Next Steps

Program Schedule to Construction and Implementation Plan



April Public Outreach

- Two open houses:
 - 30,000 postcards were sent in addition to emails to the project listservs and press releases.
 - 13,000 visits to our websites in April.
 - April 12 – SR 509 Open House at Tyee Education Complex
 - April 18 – SR 167 Open House at Fife High School
 - Approximately 300 people attended the open houses.
 - Overall, attendees were supportive of the program and projects.
 - Concerns centered around environmental impacts, tolling, and duration for implementation.



South Sound Alliance Overview

South Sound Alliance



URBAN STUDIES

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Description

- A collaborative that provides a nonpartisan platform to discuss, build and implement actionable strategies to increase the competitiveness of the South Sound region.



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Purpose

- Convene as a multijurisdictional and multi-sectoral collaborative
- Share and learn about current issues that are of common interest
- Learn about related best practices
- Develop regional strategies to improve the well-being of current and future residents
- Build a support network for regional policies that elevate the entire South Sound.
- Reduce competition, create regional alignments and increase ongoing collaboration



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Partnership

- Public
- Private
- Nonprofit
- Key community leaders
- Anchor Institutions
- Universities
- Pierce County and South King County



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Governance

- No by-laws
- No letterheads
- Voluntary participation
- No lobbying on behalf of the South Sound Alliance, but a place to build coalitions around specific policy issues.
- University provides support (staffing and research) and convenes the meetings for the first two years



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Work

- Monthly meetings
- Agenda items are suggested by the membership
- Meetings will be no longer 2 hours
- When needed, prior research will be conducted, and reading materials will be provided



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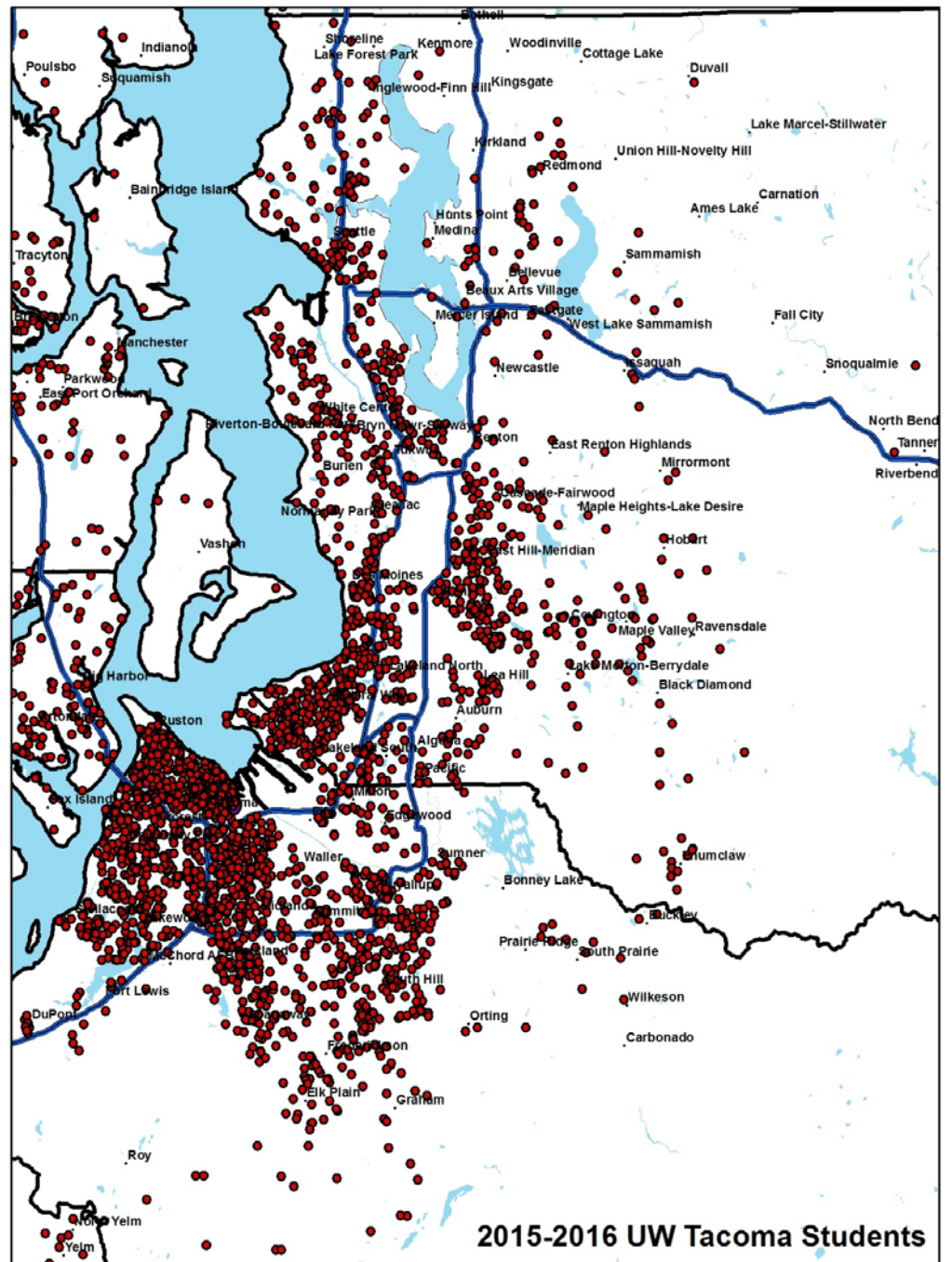
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Legislative Direction and Discussion: Funding

Legislative Direction - 2015

*In making budget allocations to the Puget Sound Gateway project, the department shall **implement the project's construction as a single corridor investment.***

*The department shall develop a coordinated corridor **Construction and Implementation Plan for SR 167 and SR 509** in collaboration with affected stakeholders.*

*Specific funding allocations must be based on where and when specific project segments are ready for construction to move forward and investments can be best optimized for timely project completion. Emphasis must be placed on **avoiding gaps in fund expenditures for either project.***

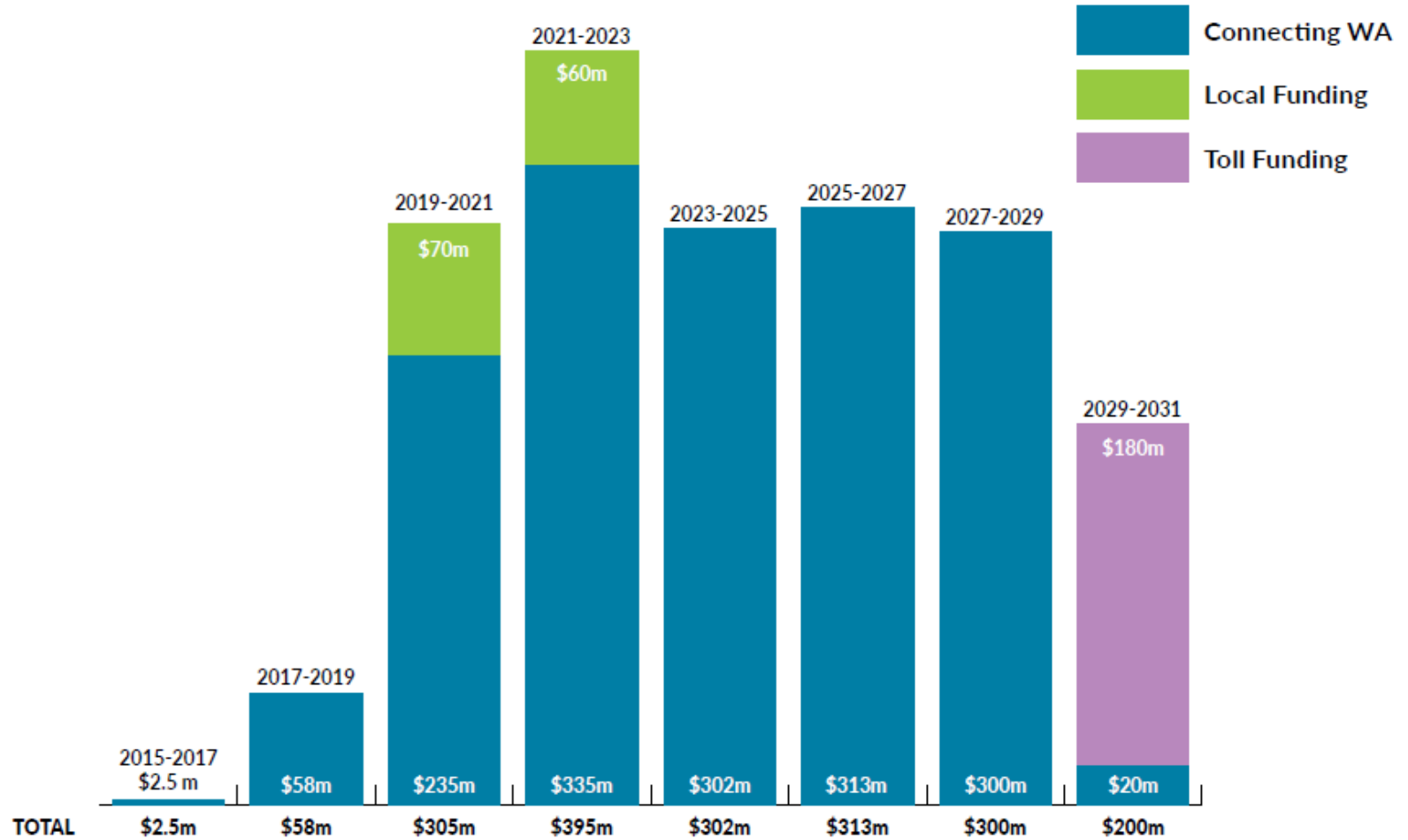
Legislative Direction – 2017 Update

***\$93,500,000** of the Connecting Washington account is provided solely for the SR 167/SR 509 Puget Sound Gateway project.*

*Any **savings on the project must stay** on the Puget Sound gateway corridor until the project is complete.*

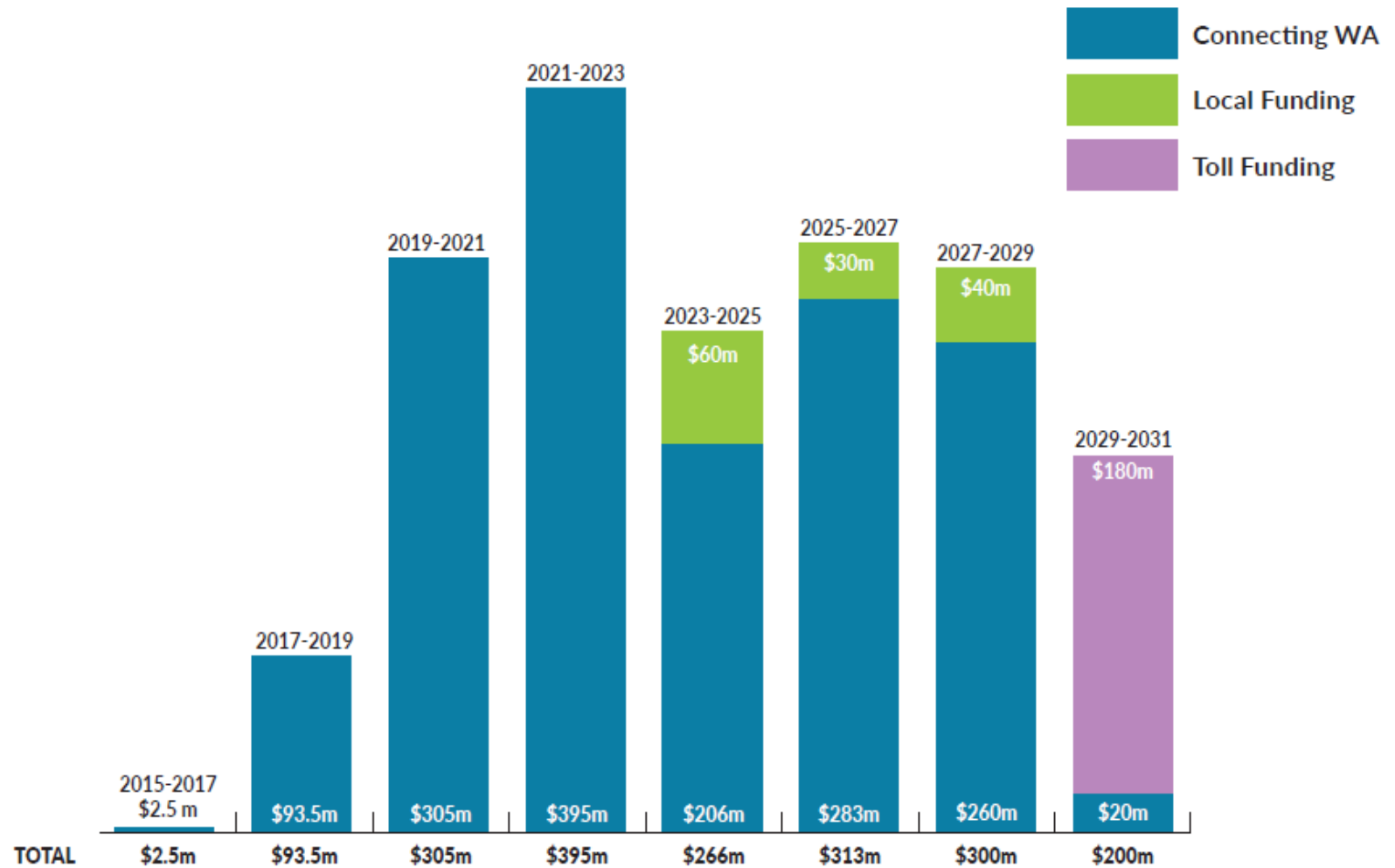
Puget Sound Gateway Funding

as enacted by the 2015 Legislature

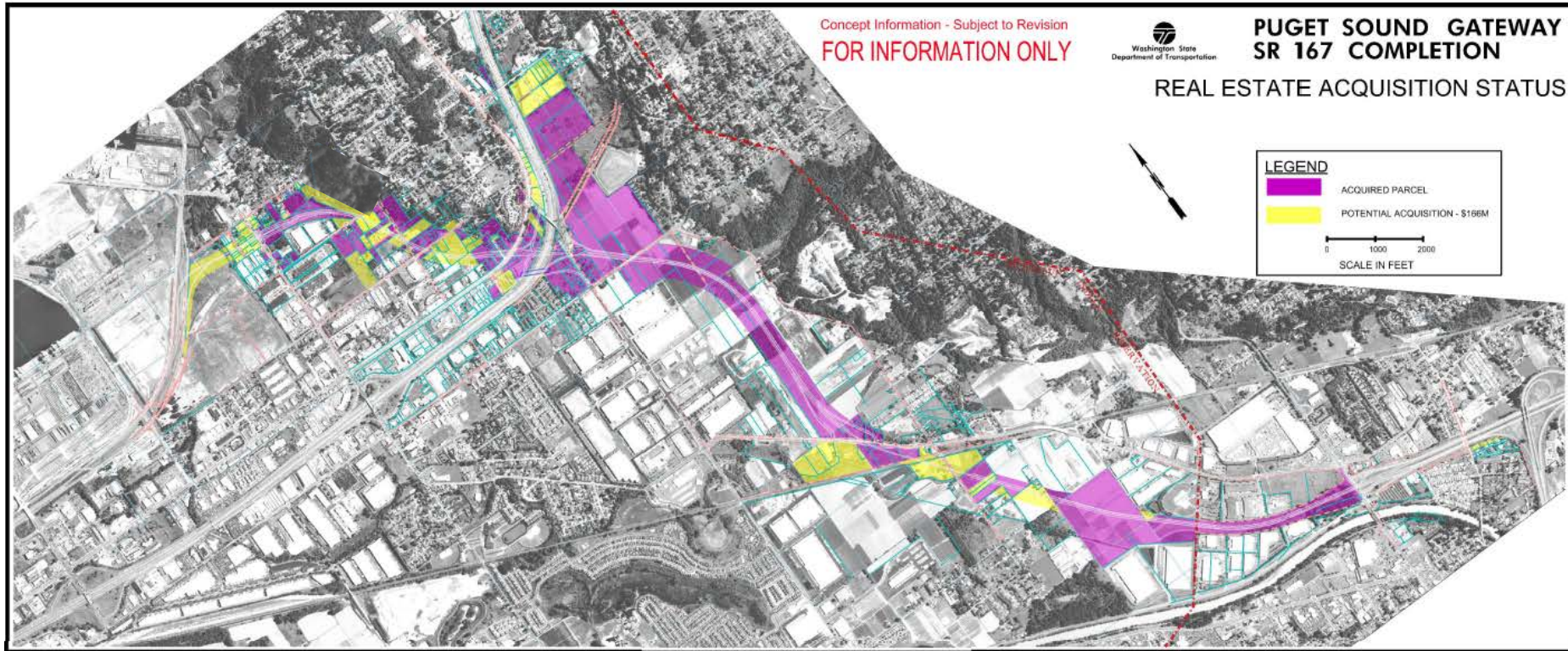


Puget Sound Gateway Funding

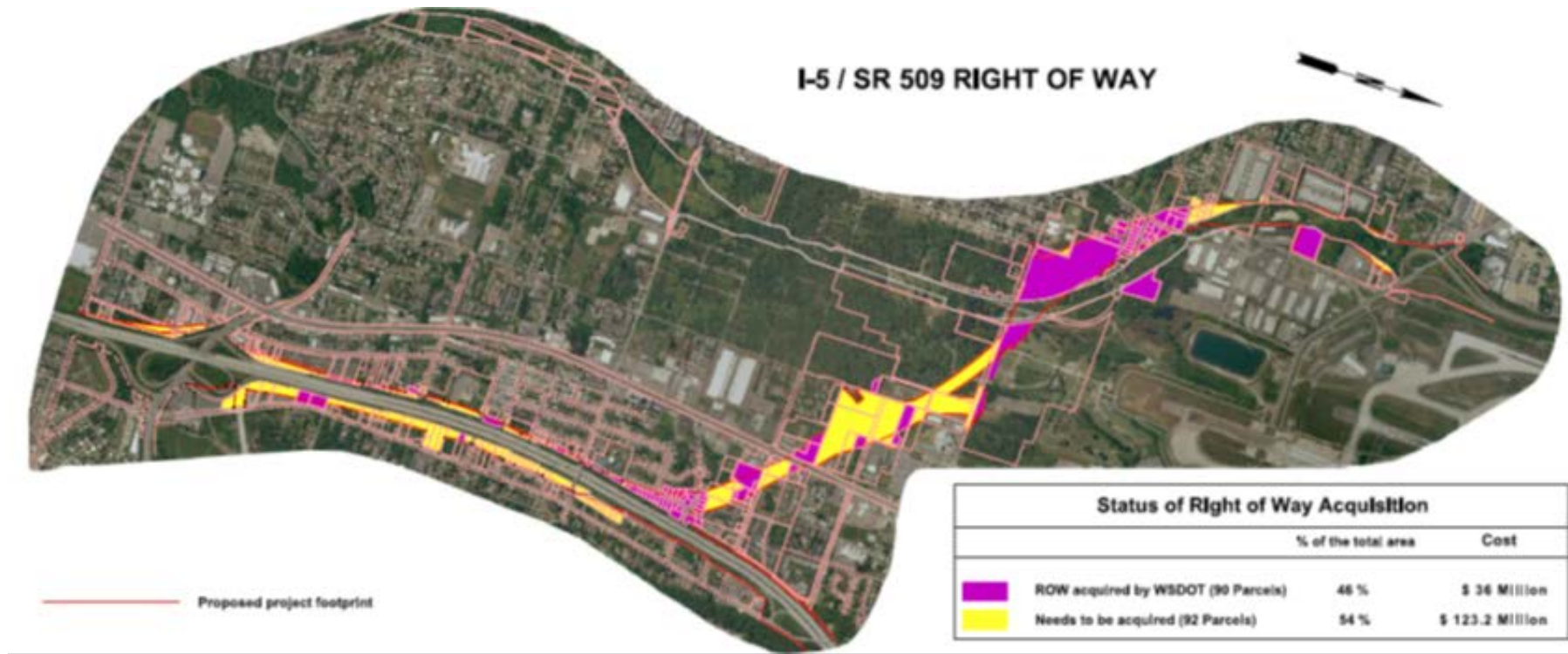
as enacted by the 2017 Legislature



SR 167 Right of Way Overview



SR 509 Right of Way Overview



Legislative Direction – 2017 Update

*The **secretary of transportation** must develop a memorandum of understanding with local project stakeholders that identifies a schedule for stakeholders to provide local matching funds for the Puget Sound Gateway project. Criteria for eligibility of local match includes matching funds and equivalent in-kind contributions including, but not limited to, land donations. The memorandum of understanding must be finalized by **July 1, 2018**. The department must submit a copy of the memorandum of understanding to the transportation committees of the legislature and report regularly on the status.*

*During the course of developing the memorandum of understanding, the department must evaluate the project schedules to **determine if there are any benefits to be gained by moving the project schedule forward**.*

Legislative Direction Discussion: Funding

Local Contribution Memorandum of Understanding (MOU)

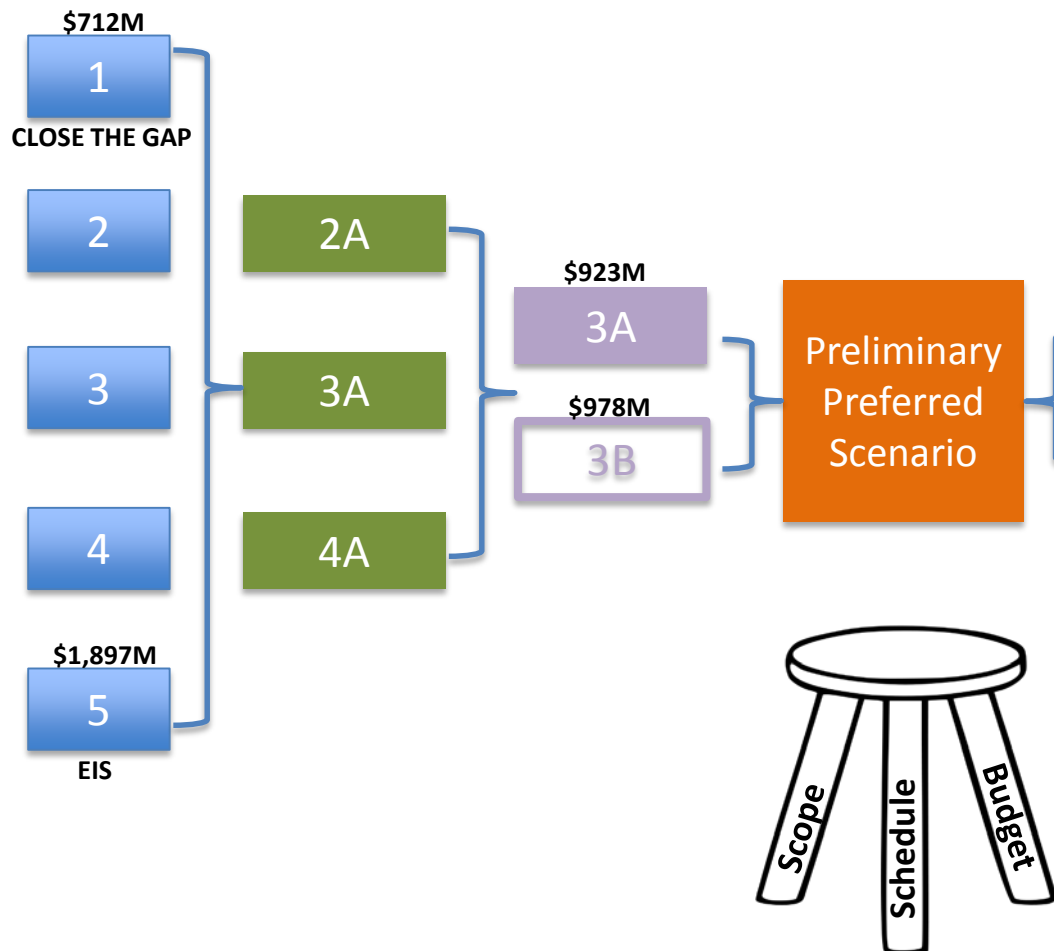
- *What is the process?*

Construction & Implementation Plan

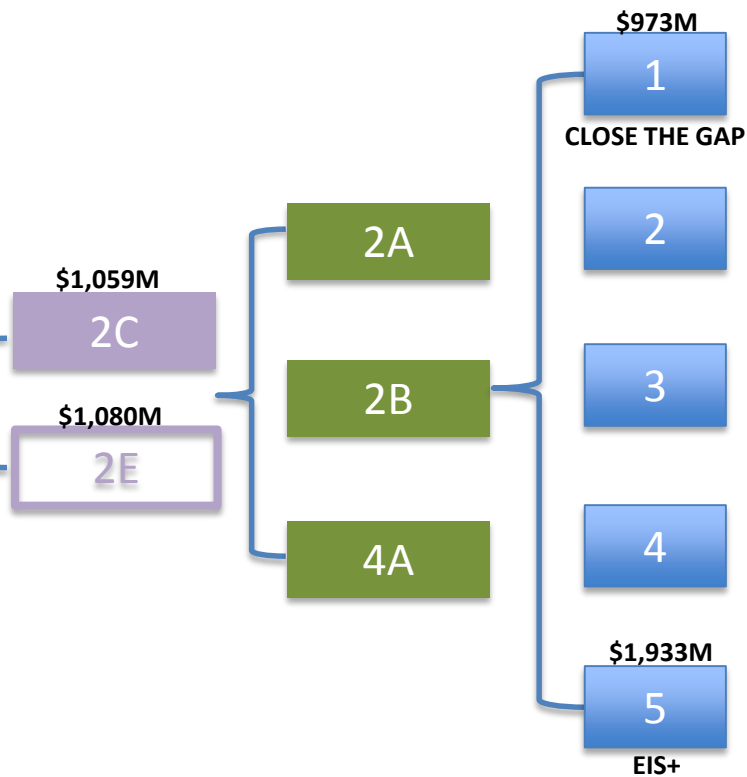
- *How do we align it with the MOU and funding?*

Scenario Refinement Process

SR 509 Process



SR 167 Process



Forecasted Traffic Performance

Port Access Travel Times (minutes)

- 2045 Peak projected travel times for select routes
- Using Dynamic Traffic Assignment (DTA) /Mesoscopic Forecast Model

1-4 Duwamish MIC - Kent MIC

Via Current	No Build		2C/3A
	NB	32	31
SB	25	24	

Via Build	No Build		2C/3A
	NB	32	23
SB	25	20	

AM

8-7 PoT - Puyallup

Via Current	No Build		2C/3A
	EB	22	19
WB	29	23	

Via Build	No Build		2C/3A
	EB	22	15
WB	29	16	

1-4 Duwamish MIC - Kent MIC

Via Current	No Build		2C/3A
	NB	25	24
SB	30	28	

Via Build	No Build		2C/3A
	NB	25	20
SB	30	22	

PM

8-7 PoT - Puyallup

Via Current	No Build		2C/3A
	EB	25	23
WB	27	23	

Via Build	No Build		2C/3A
	EB	25	15
WB	27	16	

I-5 Travel Times (minutes)

- 2045 Peak projected travel times for select routes
- Using Dynamic Traffic Assignment (DTA) /Mesoscopic Forecast Model

3-7 SeaTac - Puyallup

Via Current		No Build	2C/3A
	NB	38	35
SB		No Build	2C/3A
		45	41

Via Build		No Build	2C/3A
	NB	38	26
SB		No Build	2C/3A
		45	30

AM

2-9 Through Study Area on I-5

Via Current		No Build	2C/3A
	NB	51	49
SB		No Build	2C/3A
		26	26

3-7 SeaTac - Puyallup

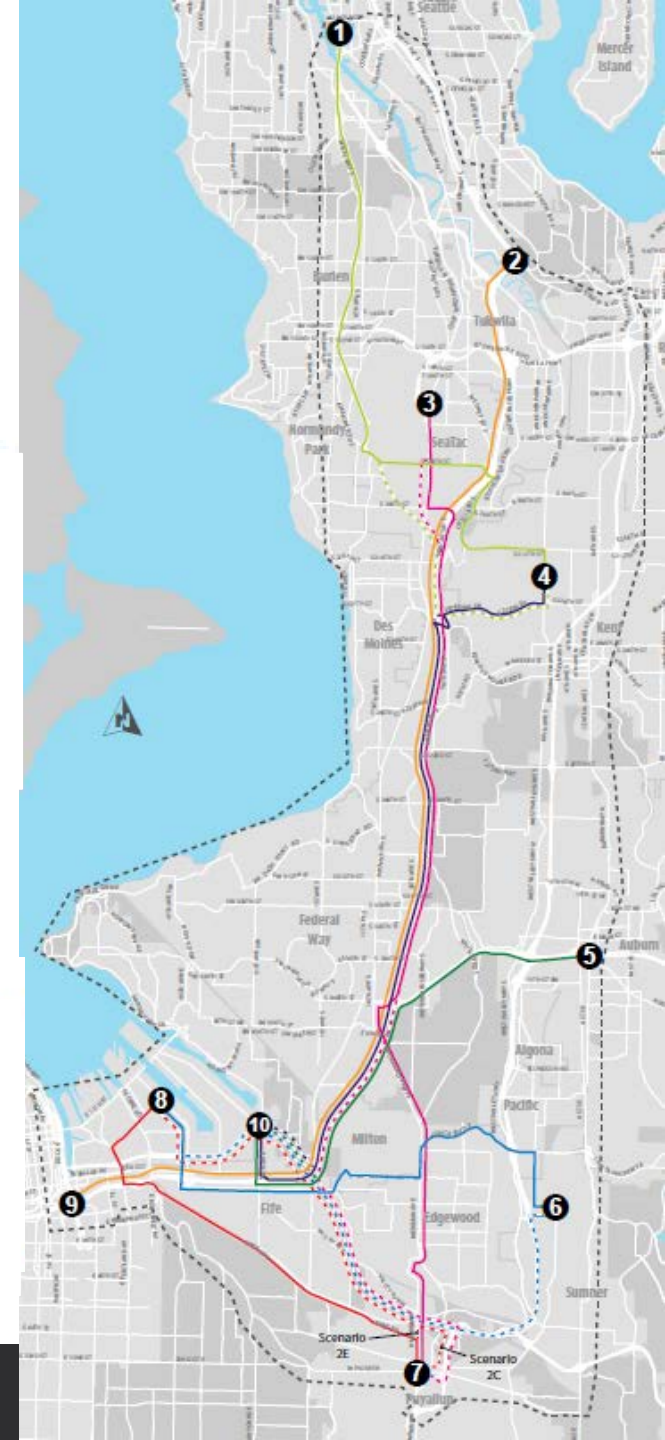
Via Current		No Build	2C/3A
	NB	35	34
SB		No Build	2C/3A
		42	39

Via Build		No Build	2C/3A
	NB	35	27
SB		No Build	2C/3A
		42	31

PM

2-9 Through Study Area on I-5

Via Current		No Build	2C/3A
	NB	30	30
SB		No Build	2C/3A
		47	41



Forecasted Performance Key Takeaways

- Travel times for routes serving the ports see 30-40% improvements compared to the No Build
- Travel times through the corridor from Tacoma to Tukwila remain consistent between No Build and Build
- Within the segment of I-5 between I-705 and I-405 there are six interchange proposals being developed that will require close coordination between FHWA and WSDOT:
 - Port of Tacoma Road
 - 54th Avenue
 - SR 167
 - SR 18/SR 161 Triangle
 - 324th
 - SR 509

Legislative Direction – 2017 Update

*Additionally, the department **must consider completing a full single-point urban interchange at the junction of state route number 161 (Meridian avenue) and state route number 167 and a full single-point urban interchange at the junction of state route number 509 and 188th Street.***

If the department receives additional funds from an outside source for this project, the funds must be applied toward the completion of these two full single-point urban interchanges.

SR 167 Scenario

Scenario 2C: Full Connectivity at I-5, with Split Diamond Interchanges at Valley Avenue and Meridian Avenue



Scenario 2E: Full Connectivity at I-5 and Meridian Avenue, with Half Diamond Interchange at Valley Avenue



SR 167 Scenario: 2C/2E Comparison

Legend:

Scenario 2C (\$1,059M)

Scenario 2E (\$1,080M)

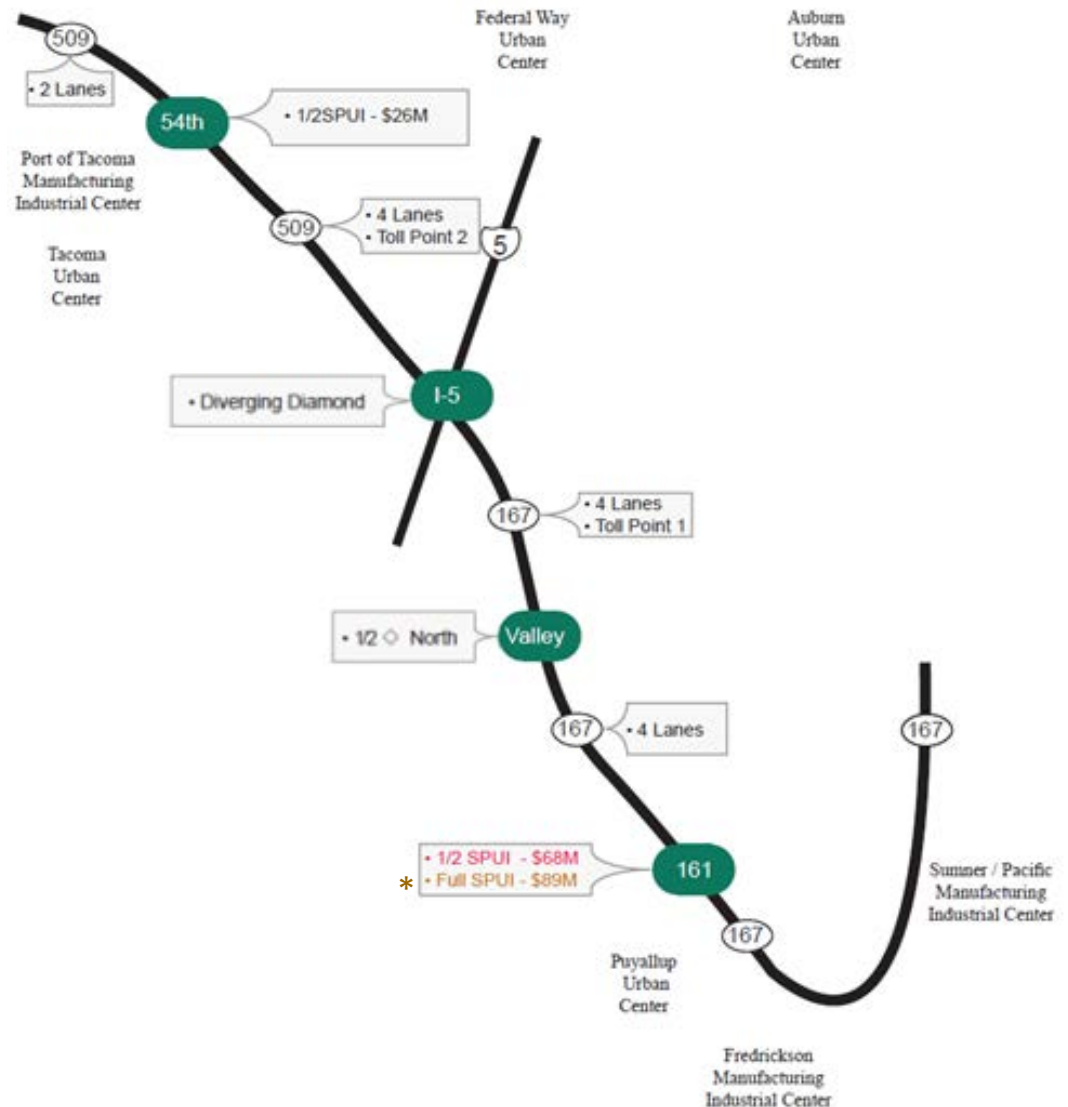
Shared Component

Other Items Total \$180m

- Interurban Trail
- RRP & Wetland Mitigation

*No Puyallup River Bridge Widening
No VALE Connection Work

Scenario totals for 2C/2E are
based on Scenario 2C 2016 CEVP results



SR 167 Key Takeaways from Steering Committee

- SR 167 and SR 509 Spur both operate well with tolls.
- Significant travel time savings between regional and manufacturing industrial centers.
- There is high use on all ramps at the Diverging Diamond Interchange (DDI) at I-5.
- The ramps to and from the south at the I-5 DDI show significant utilization.
- The DDI functions well with 2045 forecasted volumes.
- There are operational benefits to a full Meridian interchange.

SR 509 Scenario

Scenario 3A



Scenario 3B



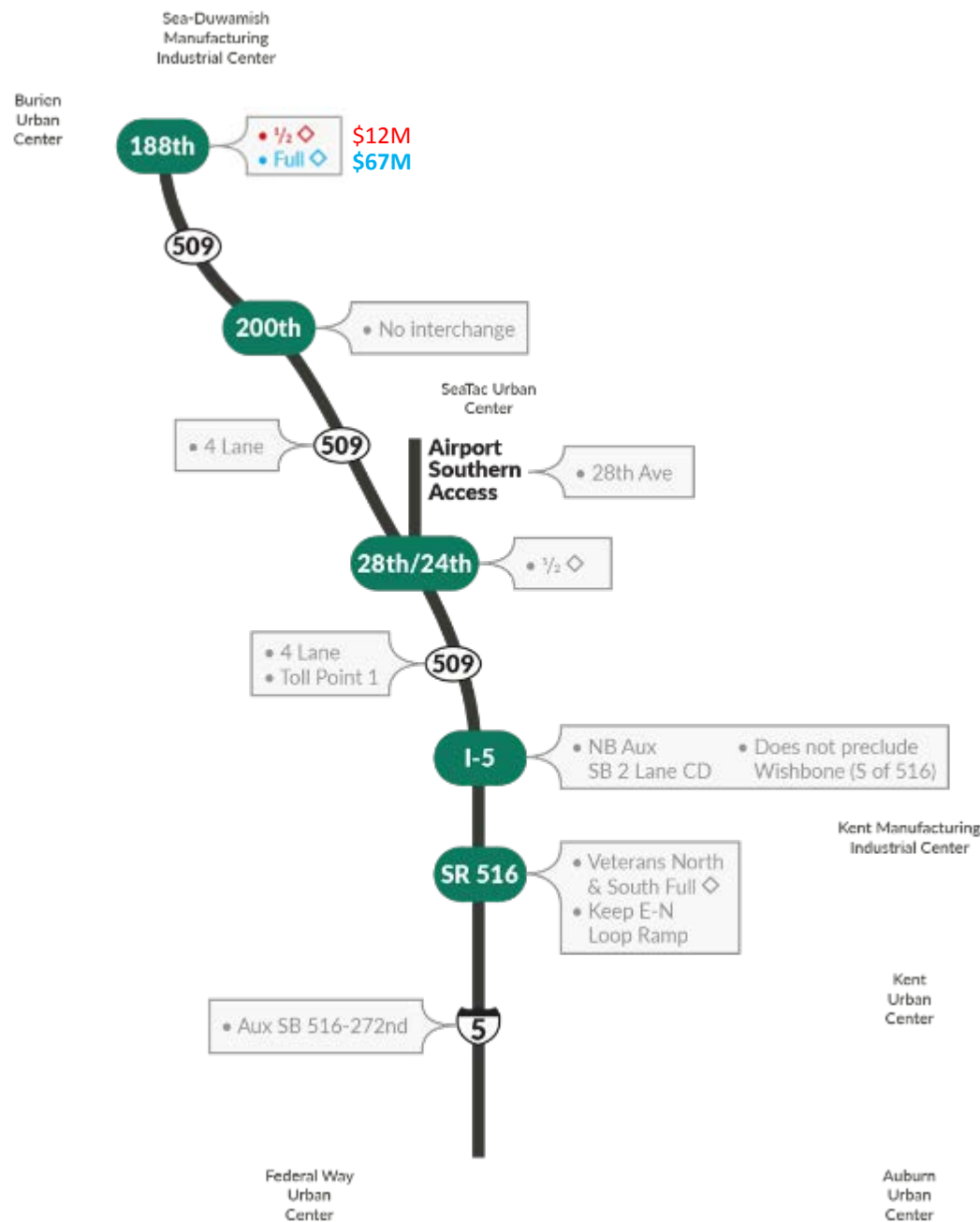
Scenario 3A/3B

Legend:

Scenario 3A (\$923M)

Scenario 3B (\$978M)

Shared Component



Scenario totals for 3A/3B are based on Scenario 3A 2016 CEVP results

SR 509 Key Takeaways from Steering Committee

- SR 509 operates well as currently designed.
- Substantial travel time savings between regional and manufacturing industrial centers.
- At 188th in 2045 the southbound on and northbound off ramps are not heavily utilized.
- Continuing to work with city of Kent to refine operational analysis for the SR 516 interchange.

Review and Confirm the Preferred Scenario

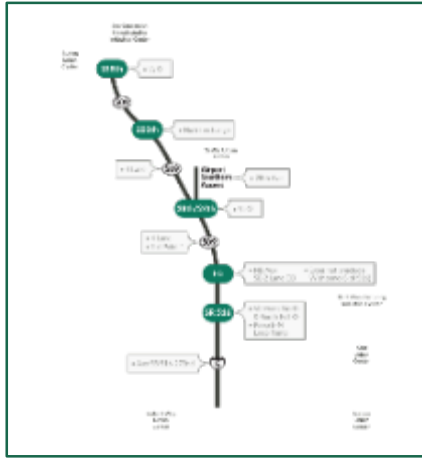
Puget Sound Gateway Program Guiding Principles

1. Support regional mobility to provide efficient movement of freight and people
2. Improve local, regional, state and national economic vitality
3. Provide a high level of safety
4. Support local and regional comprehensive land use plans
5. Minimize environmental impacts and seek opportunities for meaningful improvements
6. Create solutions that are equitable, fiscally responsible, and allow for implementation over time
7. Support thoughtful community engagement and transparency

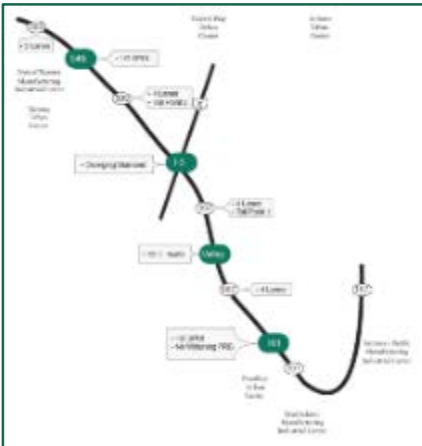
Gateway Phasing

Preliminary Preferred Scenario

PHASE 1 (to 2031)



SR 509: 3A
\$923m



SR 167: 2C
\$1,059m

Connect WA
\$1,565m

Toll
\$180m

Local
\$130m

FASTLANE
\$114m

PHASE 2 (future)

Local Access

- Meridian Interchange (west half)
- 188th Interchange (south half)
- 200th Interchange
- Valley Interchange (east half)

I-5

- SR 167 – SR 18 NB auxiliary lane
- 272nd – SR 516 NB auxiliary lane
- SR 516 – SR 509 NB collector/distributor lanes

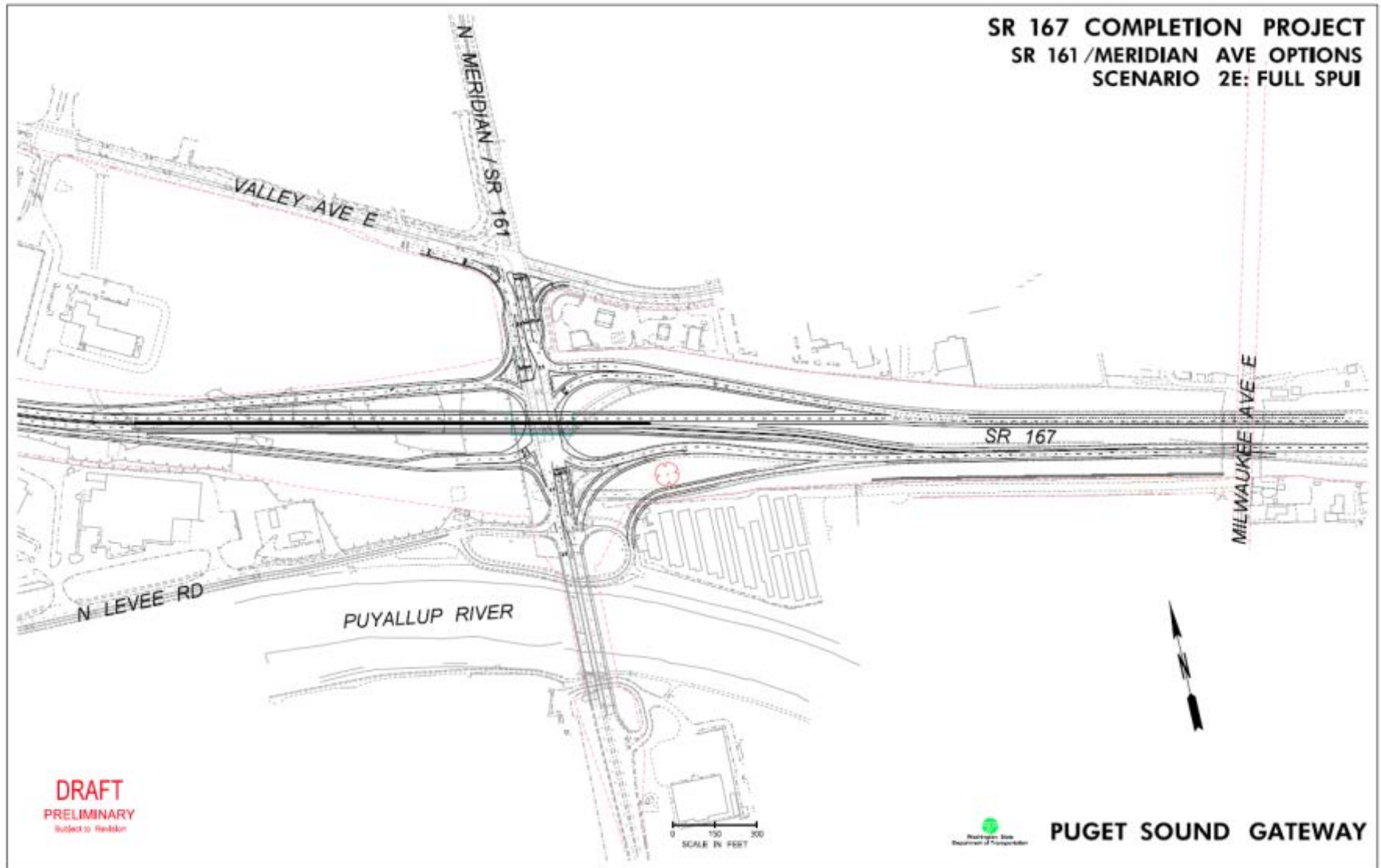
HOV

- SR 509 HOV (fifth and sixth lanes)
- SR 509 HOV Direct Access Ramps
- SR 167 HOV (fifth and sixth lanes)
- SR 167 HOV Direct Access Ramps

Forward Compatibility (features that could be constructed in Phase 1 that are needed in Phase 2)

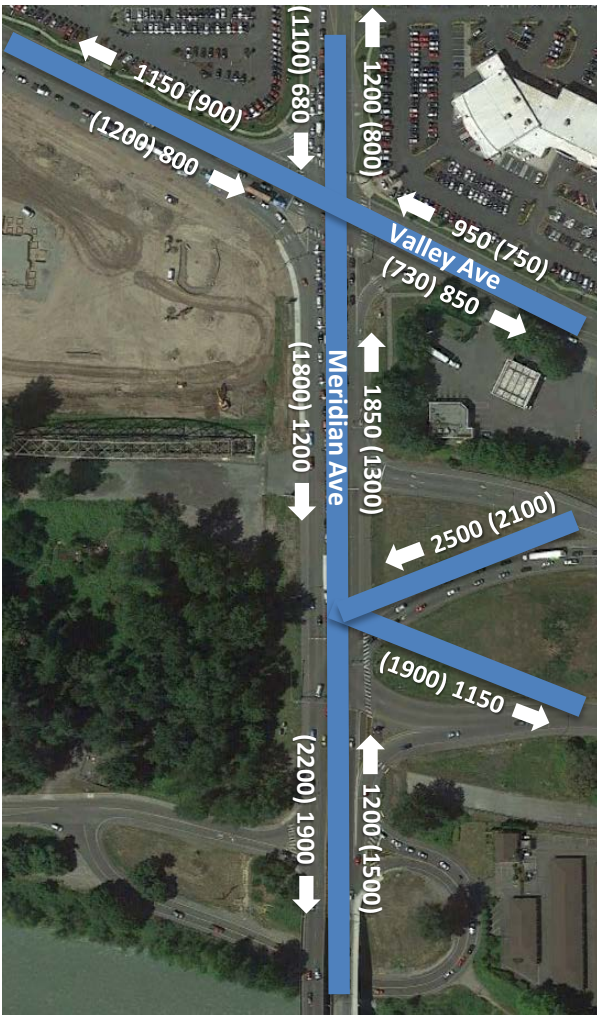
- SR 509
- Sea-Tac Airport South Access Expressway
- I-5
- SR 167

Scenario 2E: with Full Single Point Interchange at Meridian



Meridian Interchange Area Year 2045 Volumes

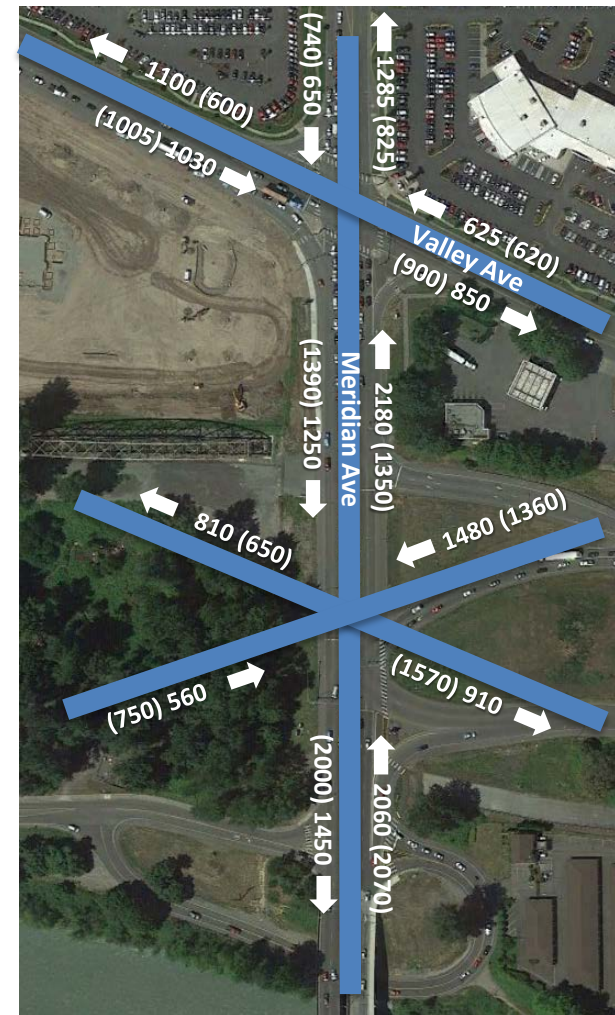
No Build



Scenario 2C



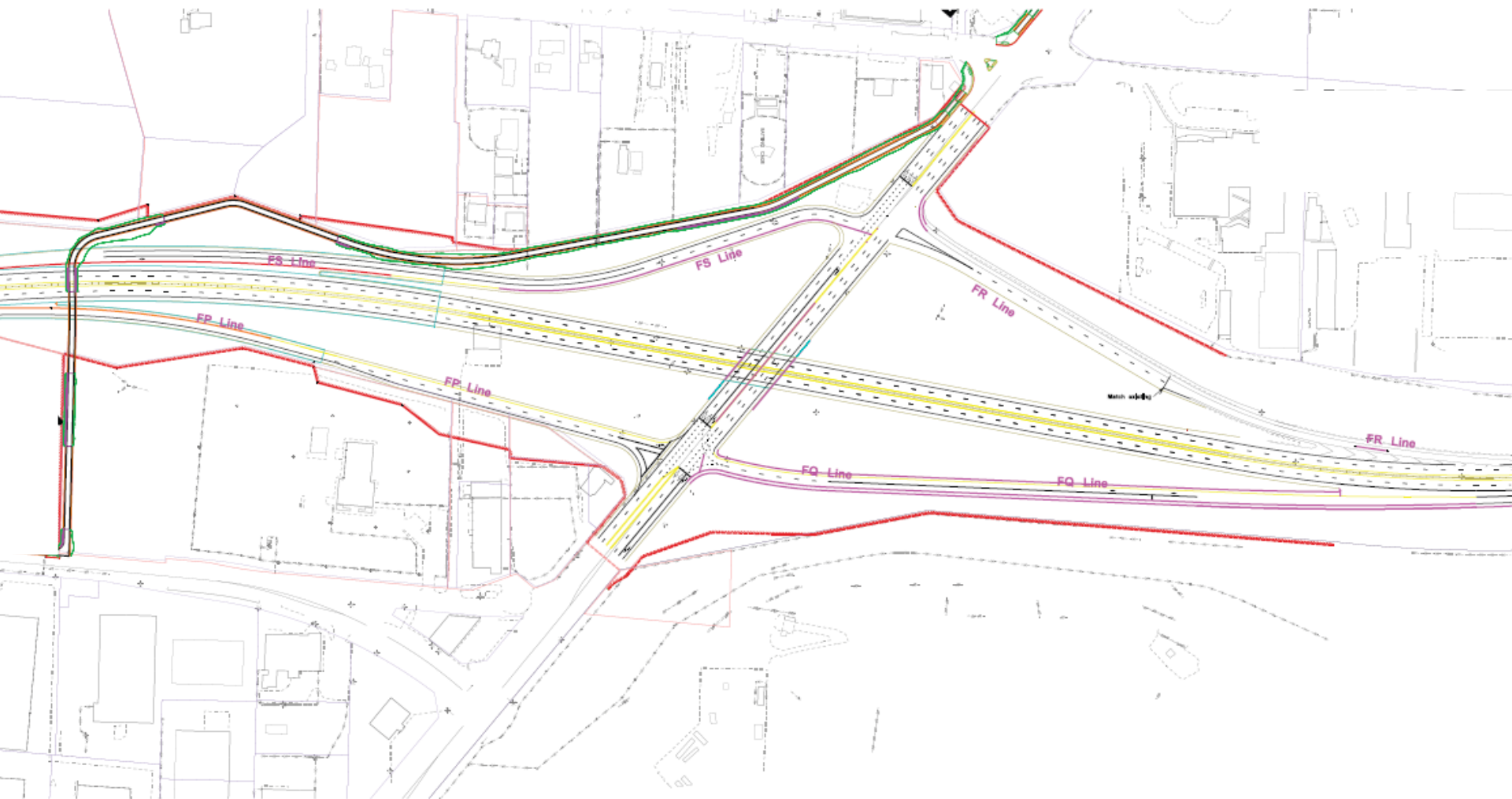
Scenario 2E



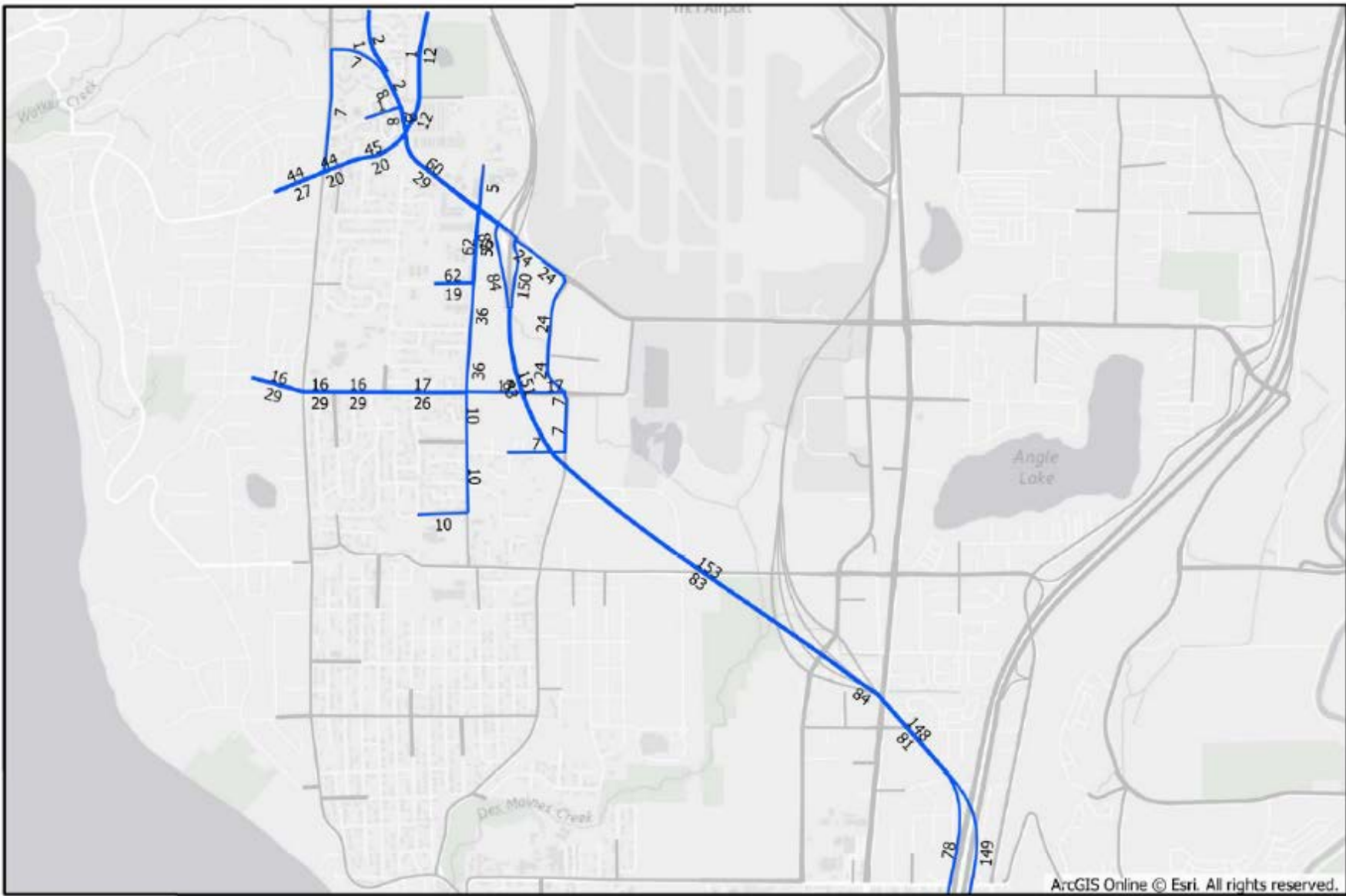
Legend

XX (YY) = AM (PM)

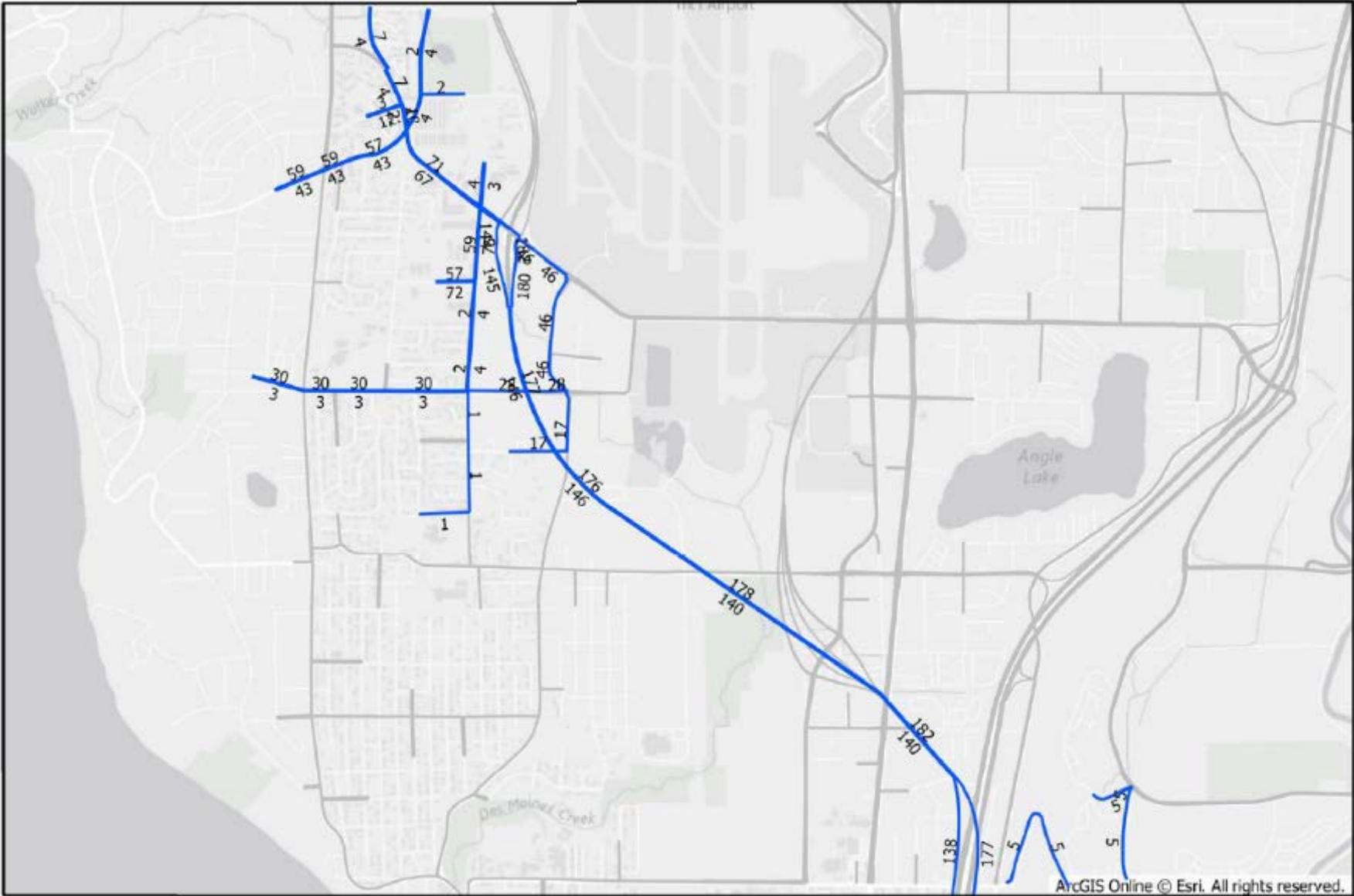
Scenario 3B: Full Diamond at 188th



Full Diamond at 188th with South Airport Access: 2045 AM



Full Diamond at 188th with South Airport Access: 2045 PM



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Legislative Direction Discussion: Project Scope

Preliminary Preferred Scenario

- *How do we keep scope, schedule and budget in balance?*

Meridian Interchange & 188th Interchange

- *Should the Meridian Interchange (west half) ramps be added to the preliminary preferred scenario for an added \$15 million?*
- *Should the 188th Interchange (south half) ramps be added to the preliminary preferred scenario for an added \$55 million?*

2017 – 2019 Biennium Next Steps

- Develop local contribution memorandum of understanding, and construction and implementation plan
- Continue pursuit of USDOT FASTLANE funding grant
- Begin coordination with property owners and right-of-way acquisition
- Perform traffic operational analysis of I-5 to obtain FHWA approvals
- Complete NEPA environmental re-evaluation with FHWA approvals
- Perform detailed tolling traffic and revenue study in advance of requesting legislative toll authorization
- Further engineering design of SR 167 and SR 509
- Develop contract documents for construction of new 70th Avenue bridge over I-5
- Incorporate SR 509 elements into contract documents for construction of Sound Transit's Federal Way Link Extension
- Continue an inclusive community engagement process

More information:

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